

To the Hon. Court of County Commissioners to be holden at Worcester, within and for the County of Worcester, on the second Tuesday in September, A. D. 1834 :

**T**HE subscribers, Inhabitants of Northboro', and Southboro', respectfully represent, that the present travelled road from Northboro' to Southboro' is very circuitous, it being nearly nine miles by the road usually travelled, whereas, it is believed a good and level route exists, over which a road may be easily made which will shorten the distance nearly one third, and that the public convenience requires that a road be located over the said route, which is as follows : Beginning on the County road in Northboro' near the machine shop of Thos. W. Lyon, and running southeasterly in the more practicable direction to a point on the line of Worcester County in or near the road not far from, but a little westerly of the dwelling house of Phe's. Hall of Marlboro'; thence having passed over a corner of Marlboro', and commencing at a point in the line of Southboro', near the house of Moses Brigham and running in the most practicable direction to meet the County road from Westboro' to Southboro' at a point near the dwelling house of Peter Fay.

The subscribers further represent, that the old road leading from Southboro', to Framingham, is hilly and circuitous; that a location of a road has recently been made by this Court, extending from the old road at a point near the house of Dr. Bullard in Southboro', to a town road leading from said old road to the Worcester turnpike near the line between Southboro' and Framingham, which said new road is nearly completed; that the public convenience requires that a new road be located and made to commence at a point on said town way a few rods northeasterly from where the said new road meets the said town way; thence to pass in the most practicable direction over one of the following routes, viz : one to meet the town line of said Southboro' in the direction to extend the road to the Worcester turnpike; and the other to intersect the line of said Southboro' in the direction to extend said road to said old road from Southboro' to Framingham. The subscribers therefore request that this Court will proceed to view said routes, and locate so much of the roads over the same as will be in the County of Worcester.

BENJA. MUNROE and 57 others.

COMMONWEALTH OF MASSACHUSETTS.

*Worcester, ss.* At a meeting of the County Commissioners, begun and holden at Worcester, within and for the County of Worcester, on the second Tuesday of September, A. D. 1835 :

On the Petition aforesaid, *Ordered*, That notice be given to all persons and Corporations interested therein, that said Commissioners will meet at the public house of E. D. Blake in Northboro', aforesaid, on Monday, the sixteenth day of November next, at two o'clock in the afternoon, by publishing an attested copy of said Petition and of this Order thereon, in "*The Massachusetts Spy*," a newspaper printed in said Worcester, three weeks successively, the last publication to be fourteen days at least, before the said sixteenth day of November.

And it is further *Ordered*, That the Sheriff of said County, or his Deputy, serve the Town Clerks of the said towns of Southboro' and Northboro', each with an attested copy of said Petition and Order, thirty days at least, and also post up an attested copy thereof in two public places in each of said towns of Southboro' and Northboro', fourteen days at least, before the said sixteenth day of November, at which time and place the said Commissioners will proceed to view the route set forth in said Petition, to hear all persons and Corporations interested therein, who may then and there desire to be heard thereon, and if they shall adjudge that said Petition ought to be granted, to lay out and locate new highways over the routes aforesaid within this County, and to assess such damages as any party may sustain by said location.

Attest : JOS. G. KENDALL, *Clerk.*

Copy of the Petition and Order of Notice thereon.

Attest : JOS. G. KENDALL, *Clerk.*

*Attest*  
*Attest Isaac Matthews*



Northborough  
& Southborough

1834



We the subscribers & selectmen of the town of Southboro<sup>gh</sup>  
 the 13<sup>th</sup> day of August 1835 met and on the petition of Gabor  
 Parker and others viewed located and laid out a common town road  
 or public high way in the southerly part of said town - beginning at a  
 stake at the road near the house of Ephraim Word - thence S. 13<sup>1</sup>/<sub>2</sub> W.  
 80 rods & ten links through land of Ephraim Word <sup>Mortgaged to Peter Fay</sup> to a stake by  
 Land of Jonah Hervey - thence S 13<sup>1</sup>/<sub>2</sub> W 39 rods & 15 links through  
 Land of Jonah Hervey to a stake by land of Felix Winchester - thence  
 S. 10. W. 95 rods & 20 links through land of said Winchester to a  
 stake at the Boston & Worcester rail road - said road is located  
 and laid out the west side of the said described courses and  
 to be two & a half ~~rods~~ wide; the west line of said road is  
 to extend northerly of the stake first mentioned till it comes  
 to the road near the Guide post west of the born of said Word  
 all which we present for your consideration acceptance & record

Southboro<sup>gh</sup> August 31 1835

Jonas Ball Selectmen  
 Isaac Smith  
 Joseph Fay  
 Willis Brewster  
 Sylvester Brewster  
 of  
 Southborough

August 31 1835 By vote of the Inhabitants of Southborough the  
 above said road was altered to three rods wide

Recorded page 63

Jonas Ball } Selectmen  
 Isaac Smith }  
 Joseph Fay }  
 Willis Brewster }  
 Sylvester Brewster }  
 of  
 Southboro<sup>gh</sup>



Selectmen  
Report

Road through  
said Warel land  
and others

Aug 31 1835

COPIED.



We the subscribers, Selectmen of Southborough, having given seven days previous notice in writing as the law requires, to all persons interested, met on this twenty fifth day of February eighteen hundred and forty two, for the purpose of laying out a Town way from Framingham line to Westborough line over the route of the late Boston and Worcester Turnpike, and have laid out said road for the use of the Town as follows, viz.

Beginning at Framingham line at the centre of said Turnpike and running  
120 South  $85^{\circ}$  west 30 chains and 26 links to a point at  
121 the centre of said Turnpike at the Top of the hill nearly  
South of the house of Sylvester Newton - thence South  
76  $86^{\circ}$  west 19 chains and 42 links to a point at the centre  
77 of said Turnpike and the centre of Oak Hill road, so called,  
- thence South  $85^{\circ} 30''$  west 25 chains and 50 links to a point  
at the centre of said Turnpike and the centre of folly road,  
so called, at the crossing of said roads - thence due west  
11 chains and 54 links to a point in said Turnpike two  
and a half rods South from the South side of the house  
of Edmund Whipple - thence north  $86^{\circ}$  west 26 chains and  
104 60 links to a point at the centre of said Turnpike nearly South of  
106 the east end of the house belonging to the heirs of Emerson on  
thank - thence South  $87^{\circ}$  west 23 chains and thirty  
93 links to a point at the centre of said Turnpike at the top  
87 of a hill - thence north  $88^{\circ} 30''$  west 55 chains and 25 links  
221 to the top of the Collins hill, so called, at a point at the  
centre of said Turnpike nearly north of a Barn belonging  
to Moses Chester Fay - thence north  $81^{\circ}$  west 6 chains  
25 and twenty five links to a point at the centre of said  
Turnpike at the west brow of said hill - thence north  
 $80^{\circ}$  west 49 chains and 45 links to a point at the  
196 centre of said Turnpike at the top of the hill east of  
197 the house of John Chamberlain - thence South  $83^{\circ} 15''$   
west 27 chains and 25 links to a point at the centre  
108 of said Turnpike north of the northwest corner of  
109 Ezekiel D. Rockwood's Barn, - thence due west 6 chains  
to a point at the centre of said Turnpike, thence north  
 $87^{\circ}$  west 5 chains to a point at the centre of said  
Turnpike at Westborough line.



The said road to lay one and a half rods on each side of said described courses, making the same three rods in width.

The above distances was measured with a four rod chain.

A plan drawn on a scale of eight inches to a mile is herewith submitted, signed by the Selectmen, and is made a part of this report.

Respectfully Submitted

Marionette Fay	} Selectmen of Southborough
Sullivan Fay	
Samuel B. Wheeler	
Daniel Flogg	
James Leach Jr	

Southborough February 25 1842.



ch



Location of a Road  
from Farm to Westboro  
over old Wor. Turnpike

February 25 1847  
(Old Turnpike)

March 7 - 1847

Voted to accept this  
report -

COPIED.

No. 14

121-1



Commonwealth of Massachusetts.

Worcester, ss. At a meeting of the County Commissioners, of the County of Worcester, held at Worcester, within and for the County of Worcester, on the fourth Tuesday of March, 1846.

Whereas Dexter Fay, and fourteen others, Inhabitants of Southborough, by their petition have shown, That on the twentieth<sup>x</sup> March, A.D. eighteen hundred and forty five, Application was made in writing, to the Selectmen of said town, to lay out a town road, two and one half rods wide, from the road near the house of Mason Whiting, in a Northeasterly direction to the late Worcester Turnpike, at a point, between the red barn of Dexter Fay, and the School-house, in Ward Three; - and that said Selectmen have refused to grant the request of the petitioners, and still do refuse, and thereby the petitioners are much aggrieved, as said road is greatly needed, for the use of the Inhabitants of said Town; Wherefore the petitioners request that the County Commissioners, would lay out the same agreeably to law.

On the petition aforesaid, the County Commissioners caused notice to be given, to all persons and Corporations interested therein, that they would meet at the house of Dexter Fay, in said Southborough, on Wednesday, the sixth day of August last, at two of the clock, in the afternoon, by publishing an attested copy of said petition, and of the order thereon, in the National Aegis, a Newspaper, printed in said Worcester, three weeks, successively, the last publication being fourteen days, at least, before the said sixth day of August last; and by causing the Town Clerk, of the said town of Southborough, to be served by E. Eaton, a Deputy Sheriff of said County, with an attested copy of said petition and order, thirty days, at least, and also by posting up, in two public places in said town of Southborough, attested copies thereof, fourteen days at least, before the said sixth day of August last; at which time and place, the said Commissioners, would proceed, to view



the route set forth in said petition, to hear all persons and Corporations interested therein, who might then and there, desire to be heard thereon, and if they should adjudge that the prayer of said petition, ought to be granted, then to lay out, locate, and establish a Town road, over the route above described, and to assess all such damages, as any person or Corporation might sustain, by the location and construction of the Town road aforesaid.

The County Commissioners, having met, at the time and place, and for the purposes before mentioned, and having viewed the route set forth in the petition, and heard all persons and Corporations interested therein, who expressed a desire to be heard thereon, by request of the parties in interest, postponed all further proceedings, thereon, by adjournment from time to time, on the last adjournment to meet at the house of Dexter Fay, in Southborough, on Tuesday, the tenth day of March, current, at two of the clock, afternoon, at which time and place of adjournment, last above mentioned, having again met, and maturely considered the whole subject, adjudged, that the Selectmen of the town of Southborough, did, unreasonably, refuse to lay out and locate a town road over the route set forth in said petition, and that the common convenience and necessity of the Inhabitants of said Town of Southborough, require, that the prayer of said petition ought to be granted, and a Town road be laid out, and located, over the route therein mentioned.

The County Commissioners proceeded, no objection being made thereto, to lay out and locate a town road, over the route aforesaid, as hereafter described; to wit, commencing at a stake driven into the ground, on the westerly side of a town road, passing the house of Mason Whiting, and known as the Mill road, and numbered 1. bearing South twelve degrees west, from the southeasterly corner of said Whiting's house, and is fourteen rods and ten



links distant therefrom; thence from said stake No. 1. within the Town of Southborough, and over said Old Town road, North thirty nine degrees, East, three rods and thirteen links, to stake No. 2. on the Easterly side of said Old Town road, at the Southerly end, on the Easterly side, eighteen links, and at the Northerly end, sixty two and one half links wide, is over land of said Mason Whiting, the remainder of the location on the westerly side, throughout this course, is over said Old town road; thence over land of Mason Whiting, North, thirty nine degrees East, thirty three rods to stake No. 3; thence continuing over land of Mason Whiting, North, twenty nine degrees, East, sixteen rods, to the Southerly side of said Old town road. From stake No. 2. to the termination of the course last above described, the whole location is over land of said Whiting; thence over said Old Town road, North, twenty nine degrees, East, two rods to land of Mason Whiting; the whole location throughout this course, is over said Old Town road. Thence over land of Mason Whiting, North twenty nine degrees East, four rods, to stake No. 4; the whole location throughout this course is over land of said Whiting; Thence continuing over land of Mason Whiting, North, twenty nine degrees East, fourteen rods to stake No. 5; North twenty three and one half degrees East, seven rods and eighteen links to stake No. 6. North fourteen, and one half degrees East, twelve rods and seventeen links to stake No. 7. and to land of Dexter Fay. From stake No. 4. to the termination of the course last above described, the whole location is over land of said Mason Whiting; Thence over land of Dexter Fay, North twenty one and one half degrees, East twenty rods and eight links to stake No. 8; thence continuing over land of Dexter Fay, North, twenty three degrees East, twelve rods and twenty links, to stake No. 9; North twenty nine degrees East, seven rods and twenty links to stake No. 10. North thirty five de-



degrees East, six rods and six links, to stake No. 11. North thirty seven degrees, East thirteen rods, and thirteen links, to stake No. 12. North thirty nine and three fourths degrees East, seven rods and five links to stake No. 13. North forty eight degrees East twenty two rods and seventeen links to stake No. 14. North thirty one degrees East sixteen rods to stake No. 15. North twenty three and three fourths degrees, East twenty six rods, to stake No. 16. North thirteen and one half degrees, East nine rods and thirteen links, to stake No. 17. North seven and one half degrees East, thirty one rods and fourteen links to stake No. 18. North four and one half degrees, East, thirty two rods and nine links, to stake No. 19, on the Southerly side of the Boston & Worcester Turnpike road, so called. From stake No. 7. to the termination of the course last above described, the whole location is over land of said Dexter Fay. — Said stake No. 19. is the Northerly terminus on the westerly side of the location of road aforesaid, and bears from the South-west corner, of the new Baptist Meeting-house, South eight and one half degrees East, and is one hundred and ninety six links distant, therefrom. Said road, is, in its whole length, between the termini thereof, three hundred and three rods and eight links.

Said road is laid out and located two and one half rods wide on the Easterly side of the metes and bounds, afore described and adjoining thereto.

The County Commissioners, having heard all persons and Corporations, in relation to damages, who desired to be heard thereon, considered and adjudged that the following sum be paid by the town of Southborough, to the several owners of land hereafter named, in full compensation for all damages which they will sustain, in consequence of the location and construction of the Town road aforesaid.

To Dexter Fay, — — — — —

\$95.00



Mason Whiting relinquishes all claim to damages,  
and the County Commissioners awarded him none.

Amounting in all to ———— \$95.00

And it is ordered, that the term of one hundred and  
twenty days, be allowed the several owners of land, over which  
said town road is located, to remove their wood, timber and trees,  
thereon standing, lying, and growing.

And it is further ordered, that the said town of  
Southborough cause the town road aforesaid, to be worked,  
and made safe and convenient for travellers to pass over, with  
their horses, teams, carts, and carriages, and that it be made and  
completed, before the first day of October, 1846.

And it is further Ordered, that a copy of this adjudi-  
cation, and location of town road, be transmitted to the Town  
Clerk, of the town of Southborough, there to be recorded, in  
said Town's book of Records, that the said town road, may be  
hereafter known, and maintained as a town road.

William Crawford, one of the County Commis-  
sioners, being unable to attend, Jason Goulding, Esquire, one of  
the Special Commissioners, was notified, to attend, and  
supply his place, and was present, and participated in the  
view, hearing, adjudication, location, and assessment, of  
damages, aforesaid.

William Crawford, Chairman.

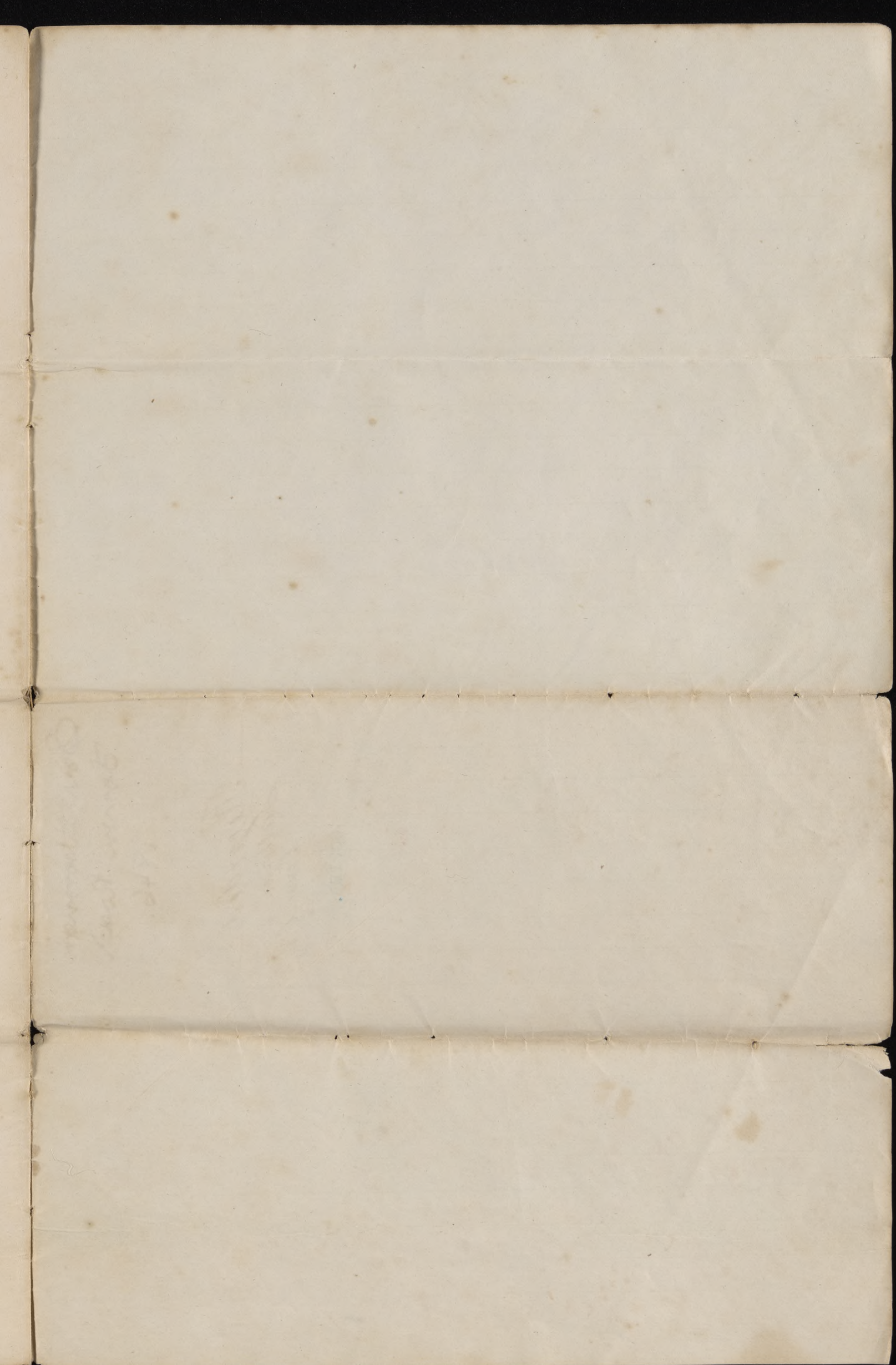
A copy of record —

Attest - W. Garrison, Clerk pro tem



— known Joseph D  
— M. J. Johnson







Southborough  
Loren Road.  
1846.

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— Recorded —  
Sullivan Hay  
Town Clerk

COPIED.

Lincoln



We the subscribers Selectmen of Southborough have laid out for the use of the said town a way as follows:

Beginning at a stake on the <sup>North</sup> westerly side of the road leading from Willard Newton to Samuel D. Stowes and at the commencement of a road leading to the first parish meeting house in said Southborough, said stake standing on Marlborough and Southborough line, thence South 39° east 50 links thence South 52° 30' east 3 chains 54 links thence South 39° 10' east 3 chains 11 links thence South 28° east 7 chains 32 links thence South 30° east 6 chains 48 links thence South 37° east 10 chains 14 links thence <sup>South</sup> 9° 30' east 2 chains 74 links to an elm tree thence South 2° 30' east 6 chains 50 links thence South 9° 15' west 4 chains 73 links thence South 7° 30' west 4 chains 31 links thence South 15° west 7 chains 52 links thence South 16° west 10 chains 63 links thence South 18° 30' west 2 chains 89 links thence South 22° west 6 chains 65 links thence South 20° west 11 chains 55 links thence South 18° west 5 chains 24 links thence South 2° west 15 chains 13 links thence South 9° east 10 chains 62 links thence South 10° 7' west 4 chains 50 links thence South 14° west 2 chains 20 links thence South 23° west 5 chains 27 links thence South 26° west 3 chains 54 links thence South 11° west 7 chains 35 links thence South 18° 30' west 2 chains 73 links to a stone marked, in the west, near George Jennison's garden thence South 8° 30' west 2 chains 68 links to a mark on Joseph A. Grobridge's shop thence South 21° west 1 chain 52 links thence South 40° west 9 chains 4 links thence South 49° west 3 chains 78 links thence South 28° west 2 chains 95 links thence South 8° west 2 chains 74 links thence South 20° east 16 chains 95 links thence South 6° 30' east 4 chains 38 links thence South 2° 30' west 3 chains 15 links thence South 7° west 10 chains 93 links thence South 2° west 4 chains thence South 16° 15' west 10 chains 84 links thence South 18° west 6 chains 33 links thence South 27° west 3 chains 25 links thence South 46° west 3 chains 7 links to the Turnpike road thence South 32° west 2 chains 96 links thence South 26° west 3 chains 36 links thence South 7° west 4 chains 25 links thence South 18° west 2 chains 75 links thence South 31° west 5 chains 75 links thence South 19° west 4 chains 7 links thence South 11° west 4 chains 58 links thence South 9° west 3 chains 70 links thence South 23° west 2 chains 81 links thence South 32° 15' west 4 chains 20 links thence South 21° west 1 chain 54 links thence South 20° west 3 chains 41 links thence South 29° west 1 chain 85 links thence South 38° west 4 chains 66 links thence South 50° 30' west 1 chain 35 links thence South 68° 30' west 5 chains 6 links thence South 52° west 2 chains 20 links thence South 35° 30' west 1 chain 52 links thence South 16° west 10 chains 15 links thence South 2° 15' east 2 chains 33 links thence South 8° east 9 chains 42 links to a stake at the corner of the road leading to Elisha P. Warfield's and near the barn of Ephraim Ward's. <sup>In the above laying out a chain represents four rods.</sup> Said road is to be 24 rods wide and to be on the easterly side of said course.

And we have awarded the several owners of land through which said road passes the following sums, as damages,

To Willard Newton 44 forty seven dollars  
to Richard Farwell Esq 13 dollars 60 cents  
to Bay 55 dollars 40 cents  
to Lincoln Newton 2 12 dollars 20 cents  
to Charles M. Day 8 dollars 40 cents  
to Fitch Winchester 120 dollars 60 cents  
to Joseph A. Grobridge 9 dollars  
to Newton & Parker 4 dollars  
to Henry S. Wheeler 30 dollars  
to Samuel Newton 5 dollars  
to Dana Blagg 81 dollars 50 cents  
to Samuel B. Gay 14 dollars  
to Betsey Blagg 31 dollars  
to Henry Newton 68 dollars  
to Curtis Newton 3 dollars  
And we allowed the several owners of <sup>the</sup> land aforesaid two months to take off the wood standing or growing thereon.

Which said road is hereby reported to the town for their acceptance and when accepted and recorded is forever after to be known as a public town way.

Dated at Southborough this sixth day of August in the year eighteen hundred and forty nine.

Peter P. Howe } Selectmen  
G. W. Walker }  
Nathan Fay }  
Dana Blagg }  
Josiah A. Fay } Southborough



Location of a Town Road from  
Marlboro line to a point near Eph  
raim Wards Barn. Aug 6 1849.  
Accepted by the Town from the County  
Road near George Jenkins house to the  
point near said Barn

60 /  
copied

Done Aug

Set by Selectmen August 20 1849  
Accepted on part of Town Sept 10 1849 - See record of  
Town Meeting



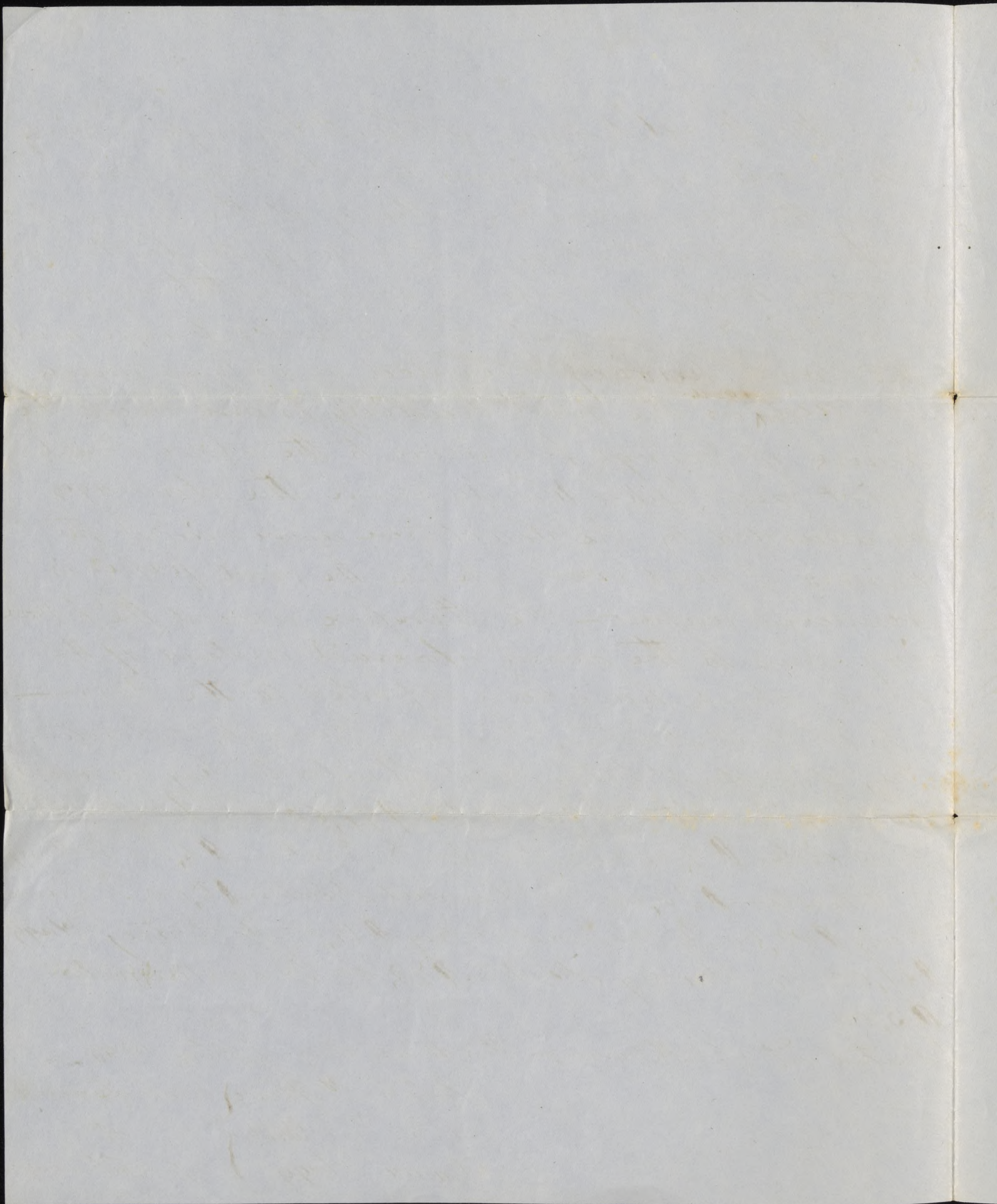
We the Selectmen of Southborough having laid out a road from Marlborough line near the Monument southerly of the house of Willard Newton Esq. and passing the first parish meeting house in said Southborough to a point near Ephraim Ward's barn and the Town ~~having~~ <sup>road</sup> accepted of only so much of said <sup>road</sup> as the part leading from near the house of George Jennison to the above named point near Ephraim Ward's barn the damages as awarded by the Selectmen aforesaid to the owners of land over which the road passes is rendered unjust - We therefore award the following sums to the owners aforesaid instead of the sums which have been reported to the Town -

To Willard Newton, Richard Purwell, Sylvester Fay, Lincoln Newton and Charles M Fay we award nothing To Fitch Winchester \$97,60 To Joseph A Probridge \$9,00 To Newton & Parker \$4,00 To Henry S Wheeler \$30,00 To Samuel Newton \$5,00 To Dana Hagg \$21,50 To Samuel B Fay \$14,00 To Betsey Hagg \$31,00 To Harvey Newton \$72,00 To Curtis Newton \$3,00

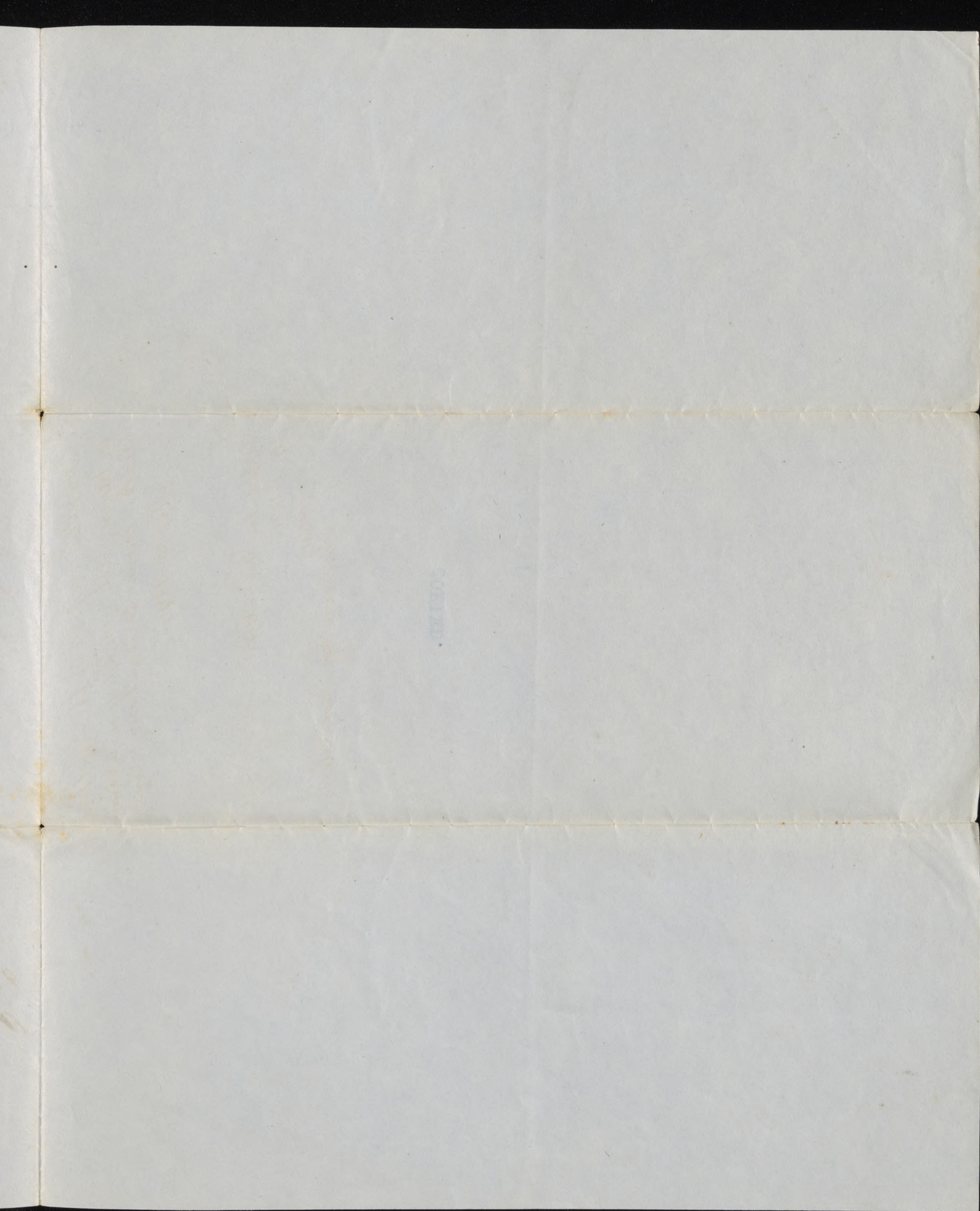
Dated at Southborough this third day of Nov: 1849

Peter H. Howe Selectmen  
Charles W. Walker of  
Dana Hagg ) Southborough











Amended report of the Selectmen  
in laying out a road from Ephraim  
Woods Barn to Marlborough line  
Nov. 3 1849

Filed in Town Clerk Office Nov.  
5 1849.

attest

Shelton Fay Town Clerk

COPIED.



We the subscribers, Selectmen of the Town of Westborough have laid out for the use of the said town a town way as follows:-

Beginning at a stake on the westerly side of the road leading from Jonathan Winchester's to the Depot on the Boston and Worcester railroad then <sup>through</sup> said Winchester's land one hundred and thirty-five rods and fifteen links to land of Daniel Warner then continuing through land of said Warner twenty rods <sup>to a stake where</sup> ~~thence~~ it intersects the Westborough line - said road is laid out three rods wide and being bounded in the center and intersecting the Westborough line obliquely makes the whole length of the road on the southerly side from the road near the house of said Winchester to Westborough line one hundred and sixty six rods and seventeen links and on the northerly side from the road near the house of said Winchester to Westborough line one hundred and forty four rods and thirteen links - The course of <sup>newly located</sup> said road is North seventy-nine degrees ~~West~~ and the course of Westborough line is North eighty six degrees and thirty minutes West making the ~~westerly~~ terminus of the road of the same course -

And we awarded the owners of land over which said road passes the following sums as damages; to Jonathan Winchester one hundred ~~seventy~~ three -



dollars and seventy five cents; to Daniel Warner  
thirty dollars to be paid by the said town of  
Southborough before said road is opened for travel.  
And we allowed the several owners of the land  
aforesaid three weeks to take off the wood and fence  
thereon —

Which said road is hereby reported to the town  
for their acceptance and when accepted and  
recorded is forever after to be known as a  
public town way —

Dated at Southborough this first day  
of November one thousand eight hundred  
and forty nine —

Peter P. Howe } Selectmen  
Charles W. Walker } of  
Dana F. Hagg } Southboro



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COPIED

1871



Report of Selectmen on laying  
out and locating a turn road  
from the road passing by Jonathan  
Manchester's to the Depot to Marlboro  
line -

Filed November 3 1849.

attest J. J. Town Clerk

COPIED.

No 2

Line run



Commonwealth of Massachusetts.

Worcester. At a meeting of the County Commissioners of the County of Worcester, held at Worcester, within and for the County of Worcester, on the fourth Tuesday of March. 1849.

Whereas, upon the petition of M. H. Sanford and others due proceedings having been had thereon, it was considered and adjudged by said County Commissioners, at a meeting by them held on the eleventh day of April 1848 that common convenience and necessity required that a new Highway or County Road, be laid out and located, commencing on the now travelled way, near the house of Mason Whiting, in Southborough, crossing the Boston and Worcester Rail Road, and Concord River, to the line dividing said Town of Southborough from the town of Ashland, at a point near the Factory, now building by said Milton H. Sanford, and meeting a proposed new road, to Hopkinton, and following such intermediate route as to the County Commissioners may seem most expedient.

The County Commissioners thereupon caused notice to be given to all persons and corporations, interested therein, that they would hold a meeting at the House of Dexter Fay, in said Southborough, on Monday the twentieth day of November last at two of the clock in the afternoon, by publishing an attested copy of said Adjudication, and of the order thereon, in the Worcester Palladium, a Newspaper printed in said Worcester, three weeks successively, the last publication being fourteen days, at least, before the said twentieth day of November last; and by causing the Town Clerk of Southborough to be served by Geo. Jones a Deputy Sheriff of said County, with an attested copy of said Adjudication and order, thirty days, at least, and also by posting up, in two public places in said town of Southborough, attested copies thereof, fourteen days, at least, before the said twentieth day of November last, at which time and place the said Commissioners would proceed to lay out, locate, and establish a new highway



or County road as above described, and to hear all persons and corporations interested therein, who might then and there desire to be heard thereon: and to assess such damages as any person or corporation might sustain by reason of the location of said road as aforesaid.

The County Commissioners having met at the time and place, and for the purposes before mentioned and having been prevented by the inclemency of the season from discharging the duties of their appointment, postponed all further proceedings thereon, by adjournment from time to time, on the last adjournment to meet at the House of Dexter Fay in Southborough on Monday the twelfth day of March current at one of the clock afternoon, at which time and place, having again met, and having in company with the petitioners and a Committee of the town of Southborough, chosen for that purpose, viewed the route set forth in said adjudication, and heard all persons and corporations interested therein, who expressed a desire to be heard thereon, proceeded, no objections being made thereto, to lay out and locate a new County road over the route therein described, as follows to wit: commencing at a stake driven into the ground in the bed of Concord River, in the line between the towns of Ashland and Southborough, which is also the line between the Counties of Middlesex and Worcester, and numbered 1. placed on the northerly side of a stake at the northeasterly terminus of a road in Ashland, recently laid out by the Commissioners of Middlesex County, and on the northwesterly side of said location, and bearing southeasterly from the Stone Factory of Milton H. Sanford, in Southborough. Thence in Southborough, and over land of Milton H. Sanford, North twenty one degrees east, two rods to a hole drilled in a stone monument imbedded in the ground and numbered 2. bearing from the southeast corner of Milton H. Sanford's Stone Factory, South seventy two and two thirds degrees east. Thence continuing over

land of Milton H. Sanford, North twenty one and one half degrees east, two rods and seven links to stake 3. and



enty two and two thirds degrees east. Thence continuing over  
land of Milton H. Sanford, North twenty one and one half de-  
grees east, two rods and seven links to stake No 3. North nine-  
teen and one half degrees east, two rods and two links to stake  
No 4. North sixteen and one half degrees east, two rods and twelve  
links to stake No 5. North thirteen and two thirds degrees east  
two rods and twenty one links to stake No 6. North twelve and  
one half degrees east, two rods and twelve links across Milton  
H. Sanfords Mill Trench to stake No 7. North nine and one  
half degrees east, two rods and fifteen links to stake No 8. bearing  
from the northeast corner of Milton H. Sanfords Stone Factory. South  
eighty nine and one third degrees east, and twenty five rods and  
seven links distant therefrom. North five and one third degrees  
east, three rods and fifteen links to stake No 9. North six and  
one half degrees east, three rods and twelve links to stake No  
10. and to the south side line of the Boston and Worcester Rail  
Road. From stake No 1. at the southerly terminus to the termi-  
nation of the course last above described the location is over  
land of said Milton H. Sanford. Thence over the Boston and  
Worcester Rail Road, North five and three fourths degrees  
east, four rods and three links to stake No 11. on the north  
side line of said Rail road and to land of Milton H. Sanford.  
the location throughout this course is over said Boston and  
Worcester Rail Road. Thence over land of Milton H. Sanford  
North six and three fourths degrees east, three rods and eigh-  
teen links to a hole drilled in a stone monument imbedded  
in the ground and numbered 12. bearing from the south east  
corner of the small house of Milton H. Sanford occupied by Judson  
Smith. South thirty three and two thirds degrees east, and seven  
rods and one link distant therefrom. The location throughout  
this course is over land of said Sanford. Thence over land of  
Milton H. Sanford North eight and two thirds degrees east,  
ten links to the southerly side of a Town road. at the westerly  
side the whole location, and terminating in a point at



the centre is over land of said Sanford, the remainder of the location on the easterly side is over said town road. Thence over said Town road. North eight and two thirds degrees east, two rods to the northerly side of said town road, and to land of Milton H. Sanford, at the northerly end on the easterly side ten links wide, and terminating in a point at the centre is over land of said Sanford, the remainder of the location, throughout this course is over said town road. Thence over land of Milton H. Sanford, North eight and two thirds degrees east, one rod and nine links to stake No 13. the location throughout this run, is over land of said Sanford. Thence continuing over land of Milton H. Sanford, North eleven degrees east, three rods and five links to stake No. 14. North thirteen and one half degrees east, three rods and seventeen links to stake No 15. North sixteen and one half degrees east, three rods and eighteen links to stake No 16. North nineteen and three fourths degrees east, three rods and nine links to stake No 17. North twenty one and one fifth degrees east, three rods and fifteen links to stake No 18. North twenty two and one fourth degrees east, three rods and seven links to stake No. 19. North twenty two and one third degrees east, three rods and eighteen links to stake No 20. North twenty two and one third degrees east, five rods and twenty four links to stake No 21. North twenty two and one third degrees east five rods and nine links to a hole drilled in a stone monument, and numbered 22. North twenty two degrees east, five rods and twenty four links to stake No 23. North twenty two degrees east, five rods to stake No 24. North twenty two and one half degrees east five rods and eleven links to stake No 25. North twenty two and one third degrees east, five rods and twenty one links to stake No 26. North twenty two and one third degrees east, five rods and fifteen links to stake No 27. North twenty two and one fifth degrees east, two rods



and twenty three links to land of Amaziah Atwood. From stake No 13. to the termination of the course last above described the location is over land of Milton H. Sanford. Thence over land of Amaziah Atwood North twenty two and one fifth degrees east, one rod and nine links. at the easterly side the whole location and terminating in a point at the westerly side is over land of said Milton H. Sanford, and at the westerly side the whole location and terminating in a point at the easterly side is over land of said Atwood. Thence over land of Amaziah Atwood, North twenty two and one fifth degrees east, one rod and nine links to stake No. 28, the location throughout this run is over land of said Atwood. Thence continuing over land of Amaziah Atwood, North twenty two and one third degrees east, six rods and two links to stake No. 29. North twenty two and one third degrees east, five rods and twenty two links to stake No 30. North twenty two and one half degrees east, five rods, and sixteen links to stake No. 31. North twenty two and seven twelfths degrees east, five rods and two links to a hole drilled in a stone monument imbedded in the ground and numbered 32. North twenty two and one half degrees east, two rods. From stake No 28, to the termination of the course last above described the location is over land of said Amaziah Atwood. Thence over land of Amaziah Atwood. North twenty two and one half degrees east, one rod and twenty four links to stake No 33. at the southerly end the whole location, and at the northerly end on the westerly side sixty seven links wide is over land of said Atwood. and at the northerly end on the easterly side eight links wide and terminating in a point at the southerly end is over land of Nathan Works. Thence over land of Amaziah Atwood, North twenty two degrees east three rods and sixteen links to stake No 34. at the southerly end on the westerly side sixty seven links and at the northerly end



fifty two links wide is over land of said Amaziah Atwood, and at the southerly end on the easterly side eight links and at the northerly end twenty three links wide is over land of Nathan Works. Thence over land of Amaziah Atwood North twenty two and five twelfths degrees east, four rods and eight links to stake No 35. at the southerly end on the westerly side fifty two links and at the northerly end thirty four links wide is over land of said Atwood. and at the southerly end on the easterly side twenty three links, and at the northerly end forty one links wide is over land of Nathan Works. Thence over land of Nathan Works. North twenty three degrees east. five rods and eight links to stake No 36. the location throughout this course is over land of said Nathan Works. Thence continuing over land of Nathan Works. North twenty three and one half degrees east, three rods and eight links to stake No 37. North twenty four and one sixth degrees east, two rods and sixteen links to stake No 38. North twenty five and one half degrees east, three rods and one link to stake No 39. North twenty seven and three fourths degrees east, two rods and twenty two links to stake No 40. North twenty eight and one fourth degrees east, three rods and fifteen links to stake No 41. North twenty nine and three fourths degrees east, two rods and twenty two links to stake No 42. North thirty one and three fourths degrees east, three rods and five links to stake No 43. North thirty one and eleven twelfths degrees east, three rods to a hole drilled in a stone monument. and numbered 44. North thirty one and four fifths degrees east, three rods and eighteen links to stake No 45. North thirty three and three fourths degrees east, two rods and twenty three links to stake No 46. North thirty four and one half degrees east, two rods and ten links. From stake No 36. to the termination of the run last above described the location is over land of said Nathan Works. Thence over land of Nathan works North thirty four and one half degrees east.



of Nathan works North thirty four and one half degrees east.

fifteen links to stake No 47. at the southerly end the whole location and at the northerly end on the westerly side fifty eight links wide is over land of Nathan Works. the remainder of the location on the easterly side is over a Town road. Thence over land of Nathan Works, North thirty four and one sixth degrees east, two rods and fifteen links to the westerly side of said Town road at the westerly side the whole location and terminating in a point fifty eight links easterly thereof is over lands of said Works, the remainder of the location on the easterly side is over said Town road. Thence over said Town road, North thirty four and one sixth degrees east, two rods and seven links to stake No 48. the location throughout this run is over said Town road. Thence over said Town road, North thirty five and four fifths degrees east, two rods, the location throughout this run is over said Town road. Thence over said Town road, South thirty five and four fifths degrees east, one rod to stake No. 49 at the westerly side and in the centre the whole location and terminating in a point at the easterly side is over said Town road. and at the easterly side the whole location and terminating in a point at the centre is over land of said Nathan Works. Thence over said Town road, North thirty seven degrees east, seventeen links to land of Nathan Works, at the easterly side the whole location and terminating in a point at the westerly side is over land of Nathan Works the remainder of the location on the westerly side is over said town road. Thence over land of Nathan Works, North thirty seven degrees east two rods and fourteen links to stake No 50. the location is over said Works. Thence continuing over land of Nathan Works, North thirty eight and one half degrees east three rods and five links to stake No 51. North thirty nine and one half degrees east, three rods and six links to stake No 52. North forty and three fourths degrees east three rods to stake No 53. North forty three and one third degrees



east, two rods and twenty links to a hole drilled in a stone monument and numbered 54. bearing from the southeast corner of Samuel Johnsons house, South sixty two degrees east, North forty three degrees east, three rods and eight links to stake No 55. North forty three and one third degrees east, three rods and eight links to stake No 56. From stake No. 50 to the termination of the course last above described the location is over land of said Nathan Works. Thence over land of Nathan Works North forty four degrees east, two rods and two links to land of Charles Hastings, at the westerly side the whole location, and ending in a point at the easterly side is over land of said Nathan Works, and at the easterly side the whole location and ending in a point at the westerly side is over land of Charles Hastings. Thence over land of Charles Hastings, North forty four degrees east, two rods and three links to stake No 57 the location throughout this run is over land of said Hastings. Thence continuing over land of Charles Hastings, North forty four degrees east, four rods and eight links to stake No 58. North North forty four and three fourths degrees east, four rods and nine links to stake No 59. North forty four and three fourths degrees east, four rods and eight links to stake No. 60, and to the north side of a town road. From stake No. 57 to the termination of the course last above described the location is over land of said Hastings. Thence diagonally across said Town road, North forty five and one fourth degrees east, four rods and nine links to stake No 61. at the southerly end the whole location and at the northerly end on the easterly side sixteen links wide is over land of said Hastings. the remainder of the location on the westerly side is over said Town road. Thence over land of Samuel Johnson, North forty five and one half degrees east, two rods, at the southerly end on the easterly side sixteen links wide, and terminating in a point at the northerly end is over land of said Hastings, and at the northerly end on the westerly side eighteen links wide,



at the northerly end on the westerly side eighteen links wide,

and terminating in a point at the southerly end is over land of said Johnson, the remainder of the location through the center is over said Town road. Thence over land of Samuel Johnson North forty five and one half degrees east two rods and nine links to stake No 62, at the southerly end on the westerly side eighteen links and at the northerly end fifty links wide is over land of said Johnson, the remainder of the location on the easterly side is over said town road. Thence over land of Samuel Johnson, North forty five and three fourths degrees east, two rods and five links, at the southerly end on the westerly side fifty links and at the northerly end the whole width of the location is over land of said Johnson, the remainder of the location on the easterly side is over said Town road. Thence over land of Samuel Johnson, North forty five and three fourths degrees east, two rods to stake No 63. the location throughout this course is over land of said Johnson. Thence over land of Samuel Johnson, North forty five and three fourths degrees east, two rods, the location throughout this run, is over land of said Johnson. Thence over land of Samuel Johnson, North forty five and three fourths degrees east, one rod and twelve links to land of Charles Hastings, at the westerly side the whole location and terminating in a point at the easterly side is over land of said Johnson, and at the easterly side the whole location and terminating in a point at the westerly side is over land of said Charles Hastings. Thence over land of Charles Hastings, North forty five and three fourths degrees east seventeen links to a hole drilled in a stone monument imbedded in the ground, and numbered 64. the location throughout this run is over land of said Hastings. Thence continuing over land of Charles Hastings, North forty five and three fourths degrees east, five rods and thirteen links to stake No 65, North forty five and three fourths degrees east six rods to stake No 66. North forty five and two thirds degrees



east, five rods and twenty one links to stake No 67. North  
forty five and three fourths degrees east, six rods and seven  
links to stake No. 68. North forty six and one fourth degrees  
east, four rods and twenty links to stake no 69. From the  
hole drilled in stone monument No 64, to the termination  
of the course last above described, the location is over land  
of Charles Hastings. Thence over land of Charles Hastings, North  
forty seven and three fourths degrees east, five rods and twelve  
links to stake No 70. at the southerly end the whole location  
and at the northerly end on the westerly side sixty five links  
wide is over land of said Hastings, the remainder of the loca-  
tion on the easterly side is over said town road. Thence over  
land of Charles Hastings, North forty eight and one half de-  
grees east, five rods and four links to stake No 71. at the  
southerly end on the westerly side sixty five links and at  
the northerly end fifty links wide is over land of said Hastings,  
the remainder of the location on the easterly side is over said  
Town road. Thence over land of Charles Hastings, North fifty  
and one sixth degrees east, four rods and nineteen links  
to stake No 72. at the southerly end on the westerly side fifty  
links and at the northerly end forty links wide is over land  
of said Hastings the remainder of the location on the easterly  
side is over said Town road. Thence over land of Charles Hastings,  
North forty nine and two thirds degrees east, four rods and  
eleven links to stake No 73. at the southerly end on the wes-  
terly side forty links and at the northerly end forty two  
links wide is over land of said Hastings, the remainder of the  
location on the easterly side is over said town road. Thence  
over land of Charles Hastings, North fifty one and one fourth  
degrees east, four rods and three links to a hole drilled  
in a stone monument imbedded in the ground, and num-  
bered 74. at the southerly end on the westerly side, forty two  
links wide and at the northerly end the same number of



links wide and at the northerly end the same number of

links in width is over land of said Hastings, the remainder of the location on the easterly side is over said town road. Thence over land of Charles Hastings, North fifty two and one fourth degrees east, four rods and twenty two links to stake No 75. at the southerly end on the westerly side forty two links and at the northerly end fourteen links wide is over land of said Hastings, the remainder of the location on the easterly side is over said Town road. Thence over land of Charles Hastings, North fifty three and one fourth degrees east, one rod and fifteen links, at the southerly end on the westerly side fourteen links wide and terminating in a point at the northerly end, and at the northerly end on the easterly side eleven links wide and terminating in a point at the southerly end is over land of said Hastings, the remainder of the location through the centre is over said Town road. Thence diagonally over said Town road, North fifty three and one fourth degrees east, three rods and seven links to stake No 76. at the southerly end on the easterly side eleven links, and at the northerly end forty three links wide, is over land of said Hastings, the remainder of the location on the westerly side is over said Town road. Thence over said Town road, North fifty four and one twelfth degrees east, two rods and eight links to the easterly side of said Town road, and to land of Charles Hastings, at the southerly end on the easterly side forty three links wide and at the northerly end the whole width of the location is over land of said Hastings, the remainder of the location on the westerly side is over said Town road. Thence over land of Charles Hastings, North fifty four and one twelfth degree east, two rods and nineteen links to stake No 77. the location throughout this run is over land of said Hastings. Thence continuing over land of Charles Hastings North fifty four and one third degrees east, five rods and



seven links to stake No. 78. North fifty four and one third degrees east, sixteen links to the westerly side of a Town road From stake No. 77. to the termination of the course last above described the location is over land of said Hastings. Thence over said Town road, North fifty four and one third degrees east, two rods and six links to the easterly side of said Town road at the southerly side the whole location and terminating in a point at the northerly side is over land of said Hastings, and at the northerly side the whole location and terminating in a point at the southerly side is over said Town road. Thence over land of Charles Hastings North fifty four and one third degrees east, two rods and eleven links, at the northerly side the whole location, and terminating in a point at the southerly side is over land of said Hastings, and at the southerly side the whole location and terminating in a point at the northerly side is over said Town road. Thence over land of Charles Hastings, North fifty four and one third degrees east, fifteen links to stake No. 79. the location throughout this run is over land of said Hastings. Thence continuing over land of Charles Hastings, North fifty four and one half degrees east, six rods and two links to stake No. 80. North fifty four and one fourth degree east, four rods and five links to stake No. 81. North fifty four and seven twelfths degrees east, five rods and eight links to stake No. 82. North fifty four and three fourths degrees east, five rods and twenty one links to stake No. 83. North fifty four and three fourths degrees east, one rod and thirteen links. From stake No. 79. to the termination of the course last above described the location is over land of said Hastings. Thence over land of Charles Hastings, North fifty four and three fourths degrees east, three rods and three links to land of Rufus H. Whiting, at the northerly side the whole location and terminating in a point at the southerly side is over



land of said Hastings, and at the southerly side the whole location and terminating in a point at the northerly side is over land of said Rufus W. Whiting. Thence over land of Rufus W. Whiting, North fifty four and three fourths degrees east, one rod and one link to a hole drilled in a stone monument and numbered 84, the location throughout this run is over land of said Rufus W. Whiting. Thence over land of Rufus W. Whiting, North fifty four and one half degrees east, six rods and three links to stake No. 85. the location is over land of said Rufus W. Whiting. Thence over land of Rufus W. Whiting North fifty four and three fourths degrees east, five rods and one link to land of Mason Whiting, the location is over land of said Rufus W. Whiting. Thence over land of Mason Whiting North fifty four and three fourths degrees east, one rod and thirteen links to stake No 86. at the northerly side the whole location and terminating in a point thirty two links southerly thereof is over land of Mason Whiting, the remainder of the location on the southerly side is over land of Rufus W. Whiting. Thence over land of Mason Whiting. North fifty four and three fourths degrees east, two rods and fifteen links at the northerly side and also in the centre the whole location and terminating in a point at the southerly side is over land of Mason Whiting, and at the southerly side the whole location and terminating in a point at the distance of forty two and one half links northerly thereof is over land of said Rufus W. Whiting. Thence over land of Mason Whiting, North fifty four and three fourths degrees east, four rods and two links to stake No 87. the location throughout this run is over land of Mason Whiting. Thence continuing over land of Mason Whiting North fifty four and eleven twelfths degrees east, seven rods and two links to stake No 88, North fifty four and eleven twelfths degrees east, seven



rods to stake No. 89. North fifty four and three fourths degrees east. six rods and nine links to stake No 90. North fifty four and three fourths degrees. east. three rods and eighteen links. From stake No. 89. to the termination of the course last above described the location is over land of Mason Whiting. Thence over land of Mason Whiting, North fifty four and three fourths degrees east, to rods and fourteen links to stake No. 91. at the westerly end the whole location and at the easterly end on the northerly side thirty one links wide is over land of Mason Whiting. the remainder of the location on the southerly side is over a Town road. Thence over land of Mason Whiting, North fifty four and one half degrees east three rods and twenty four links to stake No. 92. at the westerly end on the northerly side thirty one links and at the easterly end eight links wide. and at the northerly end on the easterly side four and one half links wide. and terminating in a point at the westerly end is over land of Mason Whiting. the remainder of the location through the centre is over said town road. Thence over land of Mason Whiting North fifty three and one third degrees east. three rods and eleven links to a hole drilled in a stone monument imbedded in the ground. and numbered 93. at the westerly end on the northerly side eight links and at the northerly end the same number of links in width, and at the westerly end on the southerly side four and one half links and at the northerly end eight and one half links wide is over land of Mason Whiting. the remainder of the location through the centre is over said Town road. The hole drilled in stone monument No 93. is the northeasterly terminus of the location of road aforesaid, on the northwesterly side thereof, and bears from the southeast corner of Mason Whiting's Shoe Shop. South eighty nine and two thirds degrees east. and is thirty two and two thirds



feet distant therefrom; and also bears from the northeast corner of said shop. South sixty eight degrees east, and is thirty two and one twelfth feet distant from said corner.

Said road is in its whole length three hundred and ninety six rods and twenty four links, and is laid out and located three rods wide on the southerly and easterly side of the aforescribed metes and bounds and adjoining thereto; with an additional width of five rods laid out and located on the westerly side of the metes and bounds aforesaid, and adjoining thereto, extending from stake No 9. to stake No 10. on the southerly side of the Boston and Worcester Rail Road, over land of Milton H. Sanford. Also an additional width of five rods laid out and located on the westerly side of the metes and bounds aforescribed and adjoining thereto extending from stake No 11. to stake No 12. on the northerly side of the Boston and Worcester Rail Road, over land of Milton H. Sanford. Also an additional width of two rods laid out and located, on the easterly side of the three rods aforesaid and adjoining thereto, extending from a point opposite stake No 9. to a point opposite stake No. 10. on the southerly side of the Boston and Worcester Rail Road, over land of Milton H. Sanford. Also an additional width of two rods laid out and located on the easterly side of the three rods aforesaid, and adjoining thereto, extending from a point opposite stake No 11. to a point opposite stake No. 12. on the northerly side of the Boston and Worcester Rail Road, over land of Milton H. Sanford. Also an additional width of three rods laid out and located on the westerly side of the metes and bounds aforescribed and adjoining thereto, extending from a point thirty seven links southerly of stake No. 36. to a point thirty eight links northerly of said stake No. 36. and adjoining thereto, over land of Nathan Forks. Also an additional width of four rods laid out and located on the westerly



side of the metes and bounds aforedescribed and adjoining thereto extending from stake No. 38. to stake No 39. over land of Nathan Works.. for materials in constructing said road.

The County Commissioners having heard all persons and Corporations interested in relation to damages, who desired to be heard thereon, considered and adjudged that the following sum be paid to the several owners of land hereafter named in full compensation for all damages, which they will sustain in consequence of the location of said road.

To Amaziah Atwood	\$: 93.28
" Nathan Works	163.12
" Samuel Johnson	32.48
" Charles Hastings	268.48
" Rufus A. Whiting	86.52
" Mason Whiting	163.07
" Milton B. Sanford claimed no damages and none is awarded him, the Commissioners believing that he will derive more benefit from the road than he will sustain injury by the location thereof	00.00
To the Boston and Worcester Rail Road Corporation the County Commissioners have awarded no damages believing that said Corporation can sustain none in consequence of the location of said road.	00.00
Amounting to the sum of	\$: 806.90



And now it is ordered that the said town of *Southborough*  
*cause* the road aforesaid which *is* within the limits of said  
town ~~to~~ to be worked, made, and complet-  
ed in the most faithful and workman-like manner, and as follows, to wit :  
The said road must be thoroughly ploughed, where ploughing is practica-  
ble, and be thoroughly cleared of stones, stumps and roots. The top soil,  
where it is unsuitable for making a hard and permanent road, must be re-  
moved out of the travelled way, or may be used in embankment, if it be so  
placed as not to be within twelve inches of the surface of the road when fin-  
ished. Where the materials within the travelled part of the road are un-  
suitable for making a hard and durable road, and the subsoil under the same  
is of a loamy or clayey character, a top covering of at least *eight*  
inches of good gravel or some other good material (the best that can be ob-  
tained in the vicinity whether within or without the location of the road)  
will be required over the whole width of *twenty* feet for the travelled  
part of the road. Where the subsoil is sand, the said travelled part of the  
road, after being properly graded must be uniformly covered over its whole  
width with a coat of loam four inches thick, and afterwards with a top  
covering of eight inches of good gravel, or some other good material  
spread evenly over its whole surface. Said road must be judiciously  
crowned from the exterior of the sides of the travelled part thereof  
to its centre to the height of *fourteen* inches. And the travelled  
part thereof must be worked to the width of *twenty* feet exclusive of  
the side slopes and of the ditches ; so that carriages and teams may pass  
with safety and convenience over any and every part of the *twenty*  
feet aforesaid. The said travelled part of the road must be worked in the  
centre of, and parallel to its location, without any regard to the addi-  
tional widths laid out for materials in constructing the road, except near  
its angles which must be judiciously rounded so as to render its turnings  
as gradual and easy as practicable. In grading the road care must be  
exercised to avoid unnecessary undulations, and in no instance can an  
angle of ascent or descent in the direction of the road be allowed of  
greater magnitude, than is hereafter mentioned. The side ditches, where  
they are needed, must be made with their slopes entirely without the  
travelled part of the road of *twenty* feet as aforesaid, and must not be  
less than *eighteen* inches wide on the bottom, *six* inches deep below  
the base or chord line of the crown of the road, and the slope on the inte-  
rior or road side must not have an angle of greater magnitude than thirty



degrees from a horizontal line, or two feet slope to one foot rise; they must be made parallel with the centre line or longitudinal axis of the travelled part of the road, without unnecessary curvatures in their direction, and must gradually descend (with a smooth even bottom) in the direction of the road, towards the point of discharge, in such manner that no water can permanently stand by the roadside. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed, and in all cases where the side ditch is required, care must be used not to sink it to a level of more than *twenty* inches below the centre of the road. On the sides of hills where the road is made partly by embankments and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or down hill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character, must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed *thirty* degrees from a horizontal line, or two feet *slope* to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight handsome Chestnut or Cedar poles, not less in any part than six inches in diameter, and be securely fastened with iron bolts to rocks two feet high above the face of the road, not less than eighteen inches in diameter, at their base, and not more than twelve feet distant from each other from centre to centre. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the centre of said joining or splicing. Or a range of rocks two and one half feet high above the face of the road, and each not less than eighteen inches in diameter on its base, and not more than eighteen inches apart, may be substituted for the wooden railing aforesaid. In all places where it is necessary to have railing, the road <sup>*if constructed with earth slopes.*</sup> must be worked sufficiently wide to allow the stones which support or are substituted for said railing, to be firmly and permanently placed on the top of the embankment with the exterior or outside thereof, not less than eighteen



inches within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said *twenty* feet for the travelled part of the road. Where the sides of embankments are constructed, or secured with substantial, well laid stone walls instead of the earth slopes before mentioned, (and where the materials can be obtained at a reasonable expense this kind of structure is recommended) the road need be worked to no greater width than twenty-four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the travelled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of *eight* inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank, a continuous range of large flat stones must be firmly imbedded upon each side of the bridge for securing the edges of the plank against injury from wheels in their passage to and from said bridge. All bridges must be made twenty-four feet long measured at right angles with the direction of the road, and be substantially and properly railed to the height of *three* feet, and to the width of not less than *twenty* between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good firm straight stone sides, or abutments not less than two feet apart, and *fifteen* inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned *eight* inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent, or descent in the grading of the road, as hereafter described, and construct said culverts, or bridges, in manner prescribed for the bridge; and the said culverts when placed in, must forever after be maintained by such owners, their heirs, or assigns, in good repair, and in such condition as to render them safe and convenient for the traveller. In grading the road aforesaid, care must be used in front of any dwell-

Bridges



ling house where an excavation is required, to leave the side bank thereof nearest said house, in the best shape for placing in a bank wall if the owner of said house shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said house or the appurtenances thereto. Whenever an embankment is directed in front of a dwelling house, it must be constructed and sloped on that side of the travelled way nearest said house, in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said house as perfect and as nearly in their present shape as may be.

Trees that have been planted and reared beside the proposed travelled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed, or injured, unless the construction and safety of the road absolutely require it.

Watering places by the road side, where they can be made, furnish so much comfort to animals and teams passing thereon, and so many conveniences to travellers themselves, that the Commissioners presume to solicit the attention of the Inhabitants of the Town of *Southborough* to this subject, persuaded that a town cannot exhibit a spirit of liberality to the public more acceptably, at an inconsiderable expense, than by provisions of this kind, for which its own citizens will be amply remunerated by the convenience and accommodation thereby furnished to themselves.

of the road, and the crowning of *fourteen* inches required by this order, is, in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the same number as the side stake opposite said grade pin and accompanying stake. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit :



ling house where an excavation is required, to leave the side bank thereof nearest said house, in the best shape for placing in a bank wall if the owner of said house shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said house or the appurtenances thereto. Whenever an embankment is directed in front of a dwelling house, it must be constructed and sloped on that side of the travelled way nearest said house, in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said house as perfect and as nearly in their present shape as may be.

Trees that have been planted and reared beside the proposed travelled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed, or injured, unless the construction and safety of the road absolutely require it.

Watering places by the road side, where they can be made, furnish so much comfort to animals and teams passing thereon, and so many conveniences to travellers themselves, that the Commissioners presume to solicit the attention of the Inhabitants of the Town of *Southborough* to this subject, persuaded that a town cannot exhibit a spirit of liberality to the public more acceptably, at an inconsiderable expense, than by provisions of this kind, for which its own citizens will be amply remunerated by the convenience and accommodation thereby furnished to themselves.

The County Commissioners having ordered an alteration in grade of the road from Pin No 1 to Pin No 6, it is to be worked, made, and completed as follows, to wit, — At stake No 1 Embank 10.000 feet At stake No 2 Embank 7.480 ft. At stake No 3 Embank 8.090 ft. At stake No 4 Embank 6.440 ft. At stake No 5 Embank 6.370 ft. At stake No 6 Embank 2.340 ft.

The last named embankment being the same as specified in their first order. And instead of a level from stake No 1 to 6 it is  $1^{\circ}35'$  Descending.



ling house where an excavation is required, to leave the side bank thereof nearest said house, in the best shape for placing in a bank wall if the owner of said house shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said house or the appurtenances thereto. Whenever an embankment is directed in front of a dwelling house, it must be constructed and sloped on that side of the travelled way nearest said house, in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said house as perfect and as nearly in their present shape as may be.

Trees that have been planted and reared beside the proposed travelled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed, or injured, unless the construction and safety of the road absolutely require it.

Watering places by the road side, where they can be made, furnish so much comfort to animals and teams passing thereon, and so many conveniences to travellers themselves, that the Commissioners presume to solicit the attention of the Inhabitants of the Town of *Southborough* to this subject, persuaded that a town cannot exhibit a spirit of liberality to the public more acceptably, at an inconsiderable expense, than by provisions of this kind, for which its own citizens will be amply remunerated by the convenience and accommodation thereby furnished to themselves.

And it is further ordered that the grading of *the* road aforesaid which *is* within the town of *Southborough* be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line, hereafter mentioned. The grade pins are all placed in the centre of the location, are all driven down to near the surface of the earth, and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade, in connexion with the line of inclination, represent the base of the travelled part of the road, and the crowning of *fourteen* inches required by this order, is, in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the same number as the side stake opposite said grade pin and accompanying stake. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit:



Commencing at the Southerly Terminus of the location on the line between the Towns of Ashland and Southborough, which is the line between the Counties of Middlesex and Worcester, at grade pin No 1. in the centre of Concord River, also in the centre of the location. and at the northerly Terminus of a road recently laid out in said town of Ashland by the Commissioners of Middlesex County. Thence, from a point 6.830 ft. in air vertical at said grade pin No 1. northerly, to a point 2.340 ft. in air vertical at pin No 6. is Level. At pin No 1. in the centre of Concord River Embank 6.830 ft. at No 2 Embank 3.230 ft. at No 3. Embank 4.990 ft. at No 4. Embank 4.330 ft. at No 5. Embank 5.370 ft. at No 6. Embank 2.340 ft. at No 1. in the centre of Concord River, one half of the Bridge over said River comes within the County of Worcester and must be constructed by the ~~Town~~ of Southborough. The County Commissioners would recommend a Stone Arch bridge, with a span of twenty feet, if the order of construction in Middlesex County will permit it. in which case ~~one~~ abutment and one half of the arch would have to be constructed and built by said town of Southborough and the work would have to be accomplished at the same time as in said County of Middlesex; but, should a different structure of bridge be determined upon, then one abutment and one half of the superstructure of the bridge must be built by said town of Southborough, in conformity in all respects to the order above mentioned for the bridge. From a point 2.340 ft. in air vertical at pin No. 6. to a point 7.645 ft. under the surface of the earth at pin No. 10. on the southerly side of the Boston and Worcester Rail Road the Inclination is  $1^{\circ} 20'$  ascending. At pin No 7. Embank 3.295 ft. At No 8. Embank 9.585 ft. at No 9. Embank 6.395 ft. at No. 10 Excavate 7.645 ft. From a point 7.645 ft. under the surface of the earth at pin No 10. across the Boston and Worcester Rail Road, to a point 6.150 ft. under the surface of the earth at pin No 11. is Level. at pin



No 11. Excavate 6,150 ft. The crossing over said Boston and Worcester Rail Road must be constructed on the same level as the rails of said road, or be what is called a grade crossing. From a point 6,150 ft under the surface of the earth at pin No 11, to pin No 17, the Inclination  $\approx 0^{\circ} 10'$  Ascending. At pin No 12. Excavate 5,200 ft. at No 13. Excavate 1,530 ft. at No 14 Excavate 4,050 ft. at No 15 Embank 1,340 ft. at No 16. Embank 1,540 ft. pin No 17, is at grade. From pin No 17, to a point 1,967 ft in air vertical at pin No 23, the Inclination is  $0^{\circ} 10'$  Ascending. At pin No 18, Embank 2,157 ft. at No 19 Embank 1,117 ft. at No 20 Embank 3,747 ft. at No 21, Excavate 2,048 ft. at No 22 Excavate 6,333 ft. at No 23. Embank 1,967 ft. From a point 1,967 ft. in air vertical at pin No 23, to a point, 2,000 ft. under the surface of the earth at pin No 28, the Inclination is  $1^{\circ} 50'$  Ascending. At pin No 24, Embank 2,960 ft. at No 25. Embank 2,960 ft. at No 26. Embank 2,375 ft. at No 27. Excavate 2,165 ft. at No 28, Excavate 2,000 ft. From a point 2,000 ft. under the surface of the earth at pin No 28, to a point 2,000 ft. under the surface of, the earth at pin No 29, the Inclination is  $0^{\circ} 35'$  Ascending. At pin No 29. Excavate 0,170 ft. at No. 30 Embank 1,720 ft. at No 31, Embank, 2,008 ft. at No 32 Excavate 2,000 ft. From a point 2,000 ft. under the surface of the earth at pin No 32 to a point 8,000 ft under the surface of the earth at pin No. 38, the Inclination is  $0^{\circ} 15'$  Ascending. At pin No 33. Excavate 0,040 ft. at No 34, Embank 1,090 ft. at No 35 Embank 7,240 ft. at No 36. Embank 7,040 ft. at No 37. Excavate 4,050 ft. at No 38, Excavate 8,000 ft. From a point 8,000 ft. under the surface of the earth at pin No 38, to a point 0,300 ft in air vertical at pin No 43, is Level. At pin No 39. Excavate 1,500 ft. at No 40, Embank 3,410 ft. at No 41, Embank 5,140 ft. at No 42. Embank, 5,140 ft. at No 43, Embank 0,300 ft. From a point 0,300 ft in air vertical at pin No 43 to a point 1,500 ft. under the surface of the earth at pin No 48



The Inclination is  $2^{\circ} 35'$  Ascending. at Lim No 44. Excavate 1.940 ft. at No 45 Excavate 1.630 ft at No 46 Embank 0.280 ft at No 47. Excavate 1.740 ft. at No 48, Excavate 1.500 ft. From a point 1.500 ft. under the surface of the earth at Lim No 48. to a point 3.000 ft under the surface of the earth at Lim No 52 the Inclination is  $2^{\circ} 15'$  Ascending. At Lim No 49. Excavate 1.020 ft. at No 50 Excavate 0.540 ft. at No 51. Embank 0.120 ft. at No 52 Excavate 2.220 ft. at No 53 Excavate 4.820 ft. at No 54 Excavate 3.000 ft. From a point 3.000 ft under the surface of the earth at Lim No 54 to a point 1.000 ft under the surface of the earth at Lim No 61 the Inclination is  $0^{\circ} 55'$  Ascending. at Lim No 55. Excavate 0.940 ft, at No 56. Embank 1.670 ft. At No 57. Embank 1.960 ft. at No 58 Embank 1.950 ft. At No 59 Embank 3.300 ft. at No 60 Excavate



No 11. Excavate 6,150 ft. The crossing over said Boston and Worcester Rail Road must be constructed on the same level as the rails of said road, or be what is called a grade crossing. From a point 6,150 ft under the surface of the earth at pin No 11, to pin No 17, the Inclination  $\pm 0^{\circ} 10'$  Ascending. At pin No 12. Excavate 5,200 ft. at No 13. Excavate 1,530 ft. at No 14 Excavate 4,050 ft. at No 15 Embank 1,340 ft. at No 16. Embank 1,540 ft. pin No 17. is at grade. From pin No 17, to a point 1,967 ft in air vertical at pin No 23, the Inclination is  $0^{\circ} 10'$  Ascending. At pin No 18, Embank 2,157 ft. at No 19 Embank 1,117 ft. at No 20 Embank 3,747 ft. at No 21, Excavate 2,048 ft. at No 22 Excavate 6,333 ft. at No 23. Embank 1,967 ft. From a point 1,967 ft. in air vertical at pin No 23, to a point 2,000 ft. under the surface of the earth at pin No 28, the Inclination is  $1^{\circ} 50'$  Ascending. At pin No 24, Embank 2,960 ft. at No 25. Embank 2,960 ft. at No 26. Embank 2,375 ft. at No 27. Excavate 2,165 ft. at No 28, Excavate 2,000 ft. From a point 2,000 ft. under the surface of the earth at pin No 28, to a point 2,000 ft. under the surface of the earth at pin No 29, the Inclination is  $1^{\circ} 50'$  Ascending. connections, therewith as to render them perfectly safe and convenient for the traveller.

And it is further ordered, that the term of thirty days be allowed the several owners of land over which said road is located to remove the wood timber and trees thereon standing, lying or growing.

And it is further ordered that the road aforesaid be worked and made hard, safe, and convenient for travellers to pass over with their cattle, horses, teams, carts and carriages, and that it be made and completed by the Town of Southborough before the fifteenth day of October 1849 to the acceptance of the County Commissioners —

A Copy. Attest.

William Bradford Chairman.  
J. M. Smith. Clerk pro tem.



15.2 ft. from 1.000 ft. under the surface of the earth  
at pin No 70. to pin No 76. the Inclination is  $12^{\circ} 05'$  ascen-  
ding. at pin No 71. Embank. 1.205 ft. at No 72. Embank.  
0.495 ft. at No 73. Excavate 0.585 ft. at No 74 Embank 0.175  
ft. at No. 75 Embank 0.610 ft. pin No 76 is at grade. From pin  
No 76 to pin No 80. the Inclination is  $12^{\circ} 45'$  Descending  
at pin No 77. Excavate 0.900 ft. at No 78 Embank 0.720 ft.  
at No 79. Excavate 0.230 ft. pin No 80 is at grade. From



from No 80. to pin No 84. the Inclination is  $0^{\circ} 40'$  Ascending  
At pin No 81. Embank 2.750 ft. At No 82. Excavate 0.480 ft.  
At No 83. Excavate 0.850 ft. Pin No 84. is at grade. From pin  
No 84. to a point 1.500 ft. in air vertical at pin No 91. the  
Inclination is  $0^{\circ} 15'$  Descending. Pin No 85. is at grade.  
At pin No 86. Embank 1.400 ft. at No 87. Embank 1.050  
ft. at No 88. Embank 2.450 ft. at No 89. Embank 1.250 ft.  
at No 90 Embank 1.200 ft. at No 91. Embank 1.500 ft. From



under the surface of the earth at pin No 61. to a point  
ft. under the surface of the ground at pin No 67. the  
Inclination is  $12^{\circ} 20'$  ascending. At pin No 62. Excavate  
1,790 ft. at No 63. Excavate 0,010 ft. at No 64. Embank  
0.200 ft. at No 65. Embank 1.090 ft. at No 66. Embank  
2.100 ft. at No 67 Excavate 1,000 ft. From a point 1,000 ft  
under the surface of the earth at pin No 67. to a point  
1,000 ft. under the surface of the earth at pin No 70. the  
Inclination is  $0^{\circ} 05'$  Descending. At pin No. 68 Embank  
1,000 ft. at pin No. 69 Embank 1,000 ft. at pin No. 70 Embank 1,000 ft.



capacious with with frequent cross under Sluiceway  
constructed in manner aforesaid, and at all suitable  
places drains must be cut for drawing the water entirely  
from the road. From a point 1,500 ft. in air vertical at pin  
No 91. to pin No 93 the Inclination is  $2^{\circ} 25'$  Ascending. at  
pin No 92. Embank 0,850 ft. pin No 93 is at grade, and in the  
centre of the location at the northerly terminus thereof.

And it is further ordered that all other roads crossing  
intersecting, or connecting with said road, be so raised  
at the point of their said intersection.



Wm. A. Smith. Clerk pro, tem.

South  $19\frac{1}{2}$  West from Center of Bridge



12  
 11  
 10  
 9  
 8  
 7  
 6  
 5  
 4  
 3  
 2  
 1

No 11. Excavate 6.150 ft. The crossing over road Boston and  
 Worcester Rail Road must be constructed on the same line  
 as the rails of road now, or be what is called a grade crossing  
 from a point 6.150 ft under the surface of the earth at plan No  
 11. to plan No 19. The inclination  $\pm 0^{\circ} 10'$  ascending. At plan No  
 12. Excavate 5.200 ft. at No 13. Excavate 1.530 ft. at No 14  $Ex =$   
 carate 4.050 ft. at No 15. Excavate 1.340 ft. at No 16. Excavate 1.570  
 ft. plan No 19. is at grade. From plan No 19. to a point 1.963 ft in  
 an vertical at plan No 23. the inclination is  $0^{\circ} 10'$  descending.  
 At plan No 18. Excavate 2.157 ft. at No 19. Excavate 1.117 ft. at No  
 20. Excavate 3.747 ft. at No 21. Excavate 2.048 ft. at No 22.  
 Excavate 6.333 ft. at No 23. Excavate 1.967 ft. from a point 1.967  
 ft. in an vertical at plan No 23. to a point 2.000 ft. under  
 the surface of the earth at plan No 28. the inclination is  $1^{\circ} 10'$   
 ascending. At plan No 24. Excavate 2.960 ft. at No 25. Excavate  
 2.960 ft. at No 26. Excavate 2.875 ft. at No 27. Excavate 2.165  
 ft. at No 28. Excavate 2.000 ft. from a point 2.000 ft. under  
 the surface of the earth at plan No 28. to a point 2.000 ft.  
 under the surface of the earth at plan No 28. the inclination is  $0^{\circ} 10'$  descending.